

# LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

## Volume 5 | Technical Appendices

CFA13 | Calvert, Steeple Claydon, Twyford and Chetwode  
**Community data (CM-001-013)**  
Community

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Department  
for Transport

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# 1 Introduction

- 1.1.1 The community appendix for the Calvert, Steeple Claydon, Twyford and Chetwode community forum area (CFA13) comprises:
- community impact assessment record sheets for construction (Section 2);
  - community impact assessment record sheets for operation (Section 3); and
  - open space survey/public rights of way (PRoW) survey results (Section 4).
- 1.1.2 Maps referred to throughout the community appendix are contained in the Volume 5, Community Map Book.

## 2 Community impact assessment record sheets - construction

### 2.1 Residential properties on School Hill and Brackley Lane

Table 1: Residential properties on School Hill and Brackley Lane community impact assessment record sheet

<b>Resource name</b>	<b>Residential properties on School Hill and Brackley Lane</b>
<b>Community forum area (CFA)</b>	Calvert, Steeple Claydon, Twyford and Chetwode (CFA13)
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Three residential properties in the village of Calvert including: The Station House (formerly Hazelbach) on School Hill and numbers 12a and 12b Brackley Lane.
<b>Assessment year</b>	Construction phase (2017+) extending into operation phase (2026+)
<b>Impact 1: demolition</b>	Impact: the Proposed Scheme will cross underneath the junction between School Hill and Brackley Lane in Calvert. The existing railway overbridge at School Hill will be rebuilt as part of the Proposed Scheme. Rebuilding this overbridge and also construction of the approach embankment will require the demolition of three residential properties: The Station House (formerly Hazelbach) on School Hill and numbers 12a and 12b Brackley Lane.  Duration of impact: permanent.
<b>Assessment of magnitude</b>	Negligible: as fewer than five residential properties will be demolished.
<b>Relevant receptors</b>	Owners/occupiers of the residential properties.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: as these are residential receptors.
<b>Significance rating of effect</b>	Minor adverse- effect due to land required for the construction of the Proposed Scheme (not significant at a community level).
<b>Proposed mitigation options for significant effects</b>	No mitigation. Compensation only for residential property owners.
<b>Residual effect significance rating</b>	Minor adverse- effect due to land required for the construction of the Proposed Scheme (not significant at a community level).

## 2.2 Residential properties in Calvert and Charndon

Table 2: Residential properties in Calvert and Charndon community impact assessment record sheet

Resource name	Residential properties in Calvert and Charndon
CFA	Calvert, Steeple Claydon, Twyford and Chetwode (CFA13)
Resource type	Residential properties
Resource description/profile	Residents of the villages of Calvert and Charndon, as shown on Map CM-01-041, l7 (Volume 5, Community Map Book), access community facilities in Steeple Claydon via a linking road called School Hill.
Assessment year	Construction phase (2017+)
Impact 1: temporary isolation	<p>Impact: construction of the cutting east of Calvert will sever School Hill, just east of the junction with Brackley Lane. There is an overbridge on School Hill, which crosses the existing east-west railway line. This overbridge will be reconstructed to cross the Proposed Scheme. During the construction of the new bridge, which will take up to two years, School Hill will need to be temporarily closed to traffic and re-routed via Perry Hill and West Street. The additional length of the journey from Calvert to Steeple Claydon will be approximately 2km<sup>1</sup>. Following completion of the new bridge on School Hill, the road and vehicular use will be reinstated.</p> <p>School Hill, leading on to Addison Road, is the principal road linking the small villages of Calvert and Charndon with Steeple Claydon. Steeple Claydon is one of the largest villages in Aylesbury Vale with a range of community facilities including a combined school and nursery, two churches, three public houses, a post office, a doctors' surgery, a dentist, a library, shops and a sailing club (Great Moor Sailing Club). Neither Calvert nor Charndon have any community facilities with the exception of a community hall and village hall respectively. As such, residents of both these villages are likely to need to access Steeple Claydon on a daily basis for the above shops and services.</p> <p>Duration of impact: up to two years.</p>
Assessment of magnitude	Medium: whilst there is an alternative route to Steeple Claydon, this is nearly double the length of the existing journey and this re-routeing will be in place for up to two years. Residents of Calvert and Charndon are also likely to require daily use of facilities in Steeple Claydon.
Relevant receptors	Owners/occupiers of residential properties in Calvert and Charndon.
Assessment of sensitivity of receptor(s) to impact	Medium: there are very limited alternative community facilities in the local area for residents to use. The user group is likely to be mixed rather than comprising a high proportion of any vulnerable group.
Significance rating of effect	Moderate adverse- significant effect due to isolation.
Proposed mitigation options for significant effects	No mitigation identified.
Residual effect significance rating	Moderate adverse- significant effect due to isolation.
Impact 2: loss of amenity	<p>Impact: residents of approximately 10 properties on School Hill in Calvert are predicted to experience in-combination effects arising from significant visual and noise effects during the construction phase, resulting in a loss of amenity.</p> <p>Visual: there will be significant effects due to views of the construction of the School Hill overbridge and additional light during the night from the School Hill green overbridge satellite</p>

<sup>1</sup> Calvert to Steeple Claydon (from the junction of School Hill/Brackley Lane to the junction between West Street and Addison Road) is presently 2.6km via School Hill. Villagers will need to use Perry Hill and West Street during the stopping up of School Hill. The distance is 4.7km.



<b>Resource name</b>	<b>Residential properties in Calvert and Charndon</b>
	<p>compound.</p> <p>Noise: there will be significant noise effects due to an increase in heavy goods vehicle (HGV) movements in the local area.</p> <p>Duration: approximately six years and nine months, starting in 2016, in the case of West Street overbridge main compound; approximately eight years, starting in 2018, in the case of Calvert railhead main compound; approximately seven years and three months, in the case of School Hill green overbridge satellite compound; approximately one year and nine months, starting in 2019, in the case of Aylesbury Link Line satellite compound; approximately 10 months, starting in 2019, in the case of the Bicester to Bletchley Rail Line satellite compound.</p> <p>Works will be phased at each construction compound throughout the construction of the Proposed Scheme (often in the sequence: advance works, civil engineering works, an inactive period and railway installation), commencing in 2016. Further details on the construction programme are discussed in Volume 2, CFA Report 13, Calvert, Steeple Claydon, Twyford and Chetwode, Section 2.3.</p>
<b>Assessment of magnitude</b>	Medium: residents will be affected by significant residual effects from visual and noise effects.
<b>Relevant receptors</b>	Owners/occupiers of residential properties in Calvert.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: as these are residential receptors.
<b>Significance rating of effect</b>	Major adverse- significant effect on residents due to loss of amenity.
<b>Proposed mitigation options for significant effects</b>	No further mitigation of amenity effects.
<b>Residual effect significance rating</b>	Major adverse- significant effect on residents due to loss of amenity.

## 2.3 Great Moor Sailing Club

Table 3: Great Moor Sailing Club community impact assessment record sheet

<b>Resource name</b>	<b>Great Moor Sailing Club</b>
<b>CFA</b>	Calvert, Steeple Claydon, Twyford and Chetwode (CFA13)
<b>Resource type</b>	Community facility
<b>Resource description/profile</b>	Great Moor Sailing Club is based at Grebe Lake on Perry Hill, as shown on Map CM-01-041, G7 (Volume 5, Community Map Book). It is a membership organisation with approximately 300 members. The club hold races every weekend throughout the year (except February) and recreational sailing also takes place at the lake with sailing boats available for hire. The club also hosts social events including quiz nights, supper evenings, camp and sail weekends and evening talks.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: loss of amenity</b>	<p>Impact: users of the Great Moor Sailing Club are predicted to experience in-combination effects arising from significant noise and construction traffic effects during the construction phase, resulting in a loss of amenity.</p> <p>Noise: there will be significant noise effects due to an increase in HGV movements in the local area.</p> <p>Construction traffic: there will be significant increases in HGV movements using Perry Hill, making the road more difficult and less safe to cross.</p> <p>Duration: approximately six years and nine months, starting in 2016, in the case of West Street overbridge main compound; approximately eight years, starting in 2018, in the case of Calvert railhead main compound; approximately seven years and three months, in the case of School Hill green overbridge satellite compound; approximately one year and nine months, starting in 2019, in the case of Aylesbury Link Line satellite compound; approximately 10 months, starting in 2019, in the case of the Bicester to Bletchley Rail Line satellite compound.</p> <p>Works will be phased at each construction compound throughout the construction of the Proposed Scheme (often in the sequence: advance works, civil engineering works, an inactive period and railway installation), commencing in 2016. Further details on the construction programme are discussed in Volume 2, CFA Report 13, Section 2.3.</p>
<b>Assessment of magnitude</b>	Medium: users of the community facility will be affected by significant residual effects from noise and construction traffic effects.
<b>Relevant receptors</b>	Staff and members of the Great Moor Sailing Club.
<b>Assessment of sensitivity of receptor(s) to impact</b>	<p>Medium: as it is expected that activities at the Great Moor Sailing Club will be able to continue during the construction of the Proposed Scheme.</p> <p>The nearest alternative sailing clubs with a similar extent of facilities are in Oxford (approximately 24 miles away).</p>
<b>Significance rating of effect</b>	Moderate adverse- significant effect on community facility due to loss of amenity.
<b>Proposed mitigation options for significant effects</b>	No further mitigation of amenity effects.
<b>Residual effect significance rating</b>	Moderate adverse- significant effect on community facility due to loss of amenity.

## 2.4 Shepherd's Furze Farm

Table 4: Shepherd's Furze Farm community impact assessment record sheet

<b>Resource name</b>	<b>Shepherd's Furze Farm</b>
<b>CFA</b>	Calvert, Steeple Claydon, Twyford and Chetwode (CFA13)
<b>Resource type</b>	Residential property
<b>Resource description/profile</b>	Shepherd's Furze Farm includes one residential property in Steeple Claydon, north-east of Calvert.
<b>Assessment year</b>	Construction phase (2017+) extending into operation phase (2026+)
<b>Impact 1: demolition</b>	<p>Impact: one residential property to be demolished.</p> <p>North-east of Calvert a short, curved section of track will be built to re-route the existing Aylesbury Link railway line eastwards and connect it with the Bicester to Bletchley Line. Part of Shepherd's Furze Farm will be in the footprint of this new track and will need to be demolished.</p> <p>Duration of impact: permanent.</p>
<b>Assessment of magnitude</b>	Negligible: as fewer than five residential properties will be demolished.
<b>Relevant receptors</b>	Owner(s)/occupier(s) of the residential property.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: as it is a residential receptor.
<b>Significance rating of effect</b>	Minor adverse- effect due to land required for the construction of the Proposed Scheme (not significant at a community level).
<b>Proposed mitigation options for significant effects</b>	No mitigation. Compensation only for residential property owner(s).
<b>Residual effect significance rating</b>	Minor adverse- effect due to land required for the construction of the Proposed Scheme (not significant at a community level)

## 2.5 Residential properties in Twyford

Table 5: Residential properties in Twyford community impact assessment record sheet

Resource name	Residential properties in Twyford
CFA	Calvert, Steeple Claydon, Twyford and Chetwode (CFA13)
Resource type	Residential properties
Resource description/profile	Residents of the village of Twyford access community facilities in Steeple Claydon via West Street.
Assessment year	Construction phase (2017+)
Impact 1: temporary isolation	<p>Impact: the Proposed Scheme will sever West Street, which is the principal link between the small village of Twyford and the community facilities in Steeple Claydon. A new overbridge will be built to maintain access along West Street. During construction of the West Street overbridge, traffic will be re-routed via Perry Hill, School Hill and Addison Road with an additional journey distance of approximately 2.5km<sup>2</sup>. School Hill will be affected by construction but works will be phased so roads are not stopped up concurrently.</p> <p>There are some community facilities in Twyford; these comprise a school (for children aged three to nine), a church, a public house, a village hall, a post office and a village shop. There are, however, no educational facilities for children beyond the age of nine and neither is there a library or a doctor's surgery. It is likely, therefore, that some residents will need to access Steeple Claydon on a daily basis.</p> <p>Duration of impact: up to one year and six months.</p>
Assessment of magnitude	Low: whilst some of the residents of Twyford are likely to require access to Steeple Claydon on a daily basis and West Street will be stopped up for one year and six months, the additional distance is only 2.5km which will result in only minor delay and disruption.
Relevant receptors	Owners/occupiers of residential properties in Twyford.
Assessment of sensitivity of receptor(s) to impact	Low: there are limited alternative community facilities in the local area for Twyford residents to use, but receptors will be able to absorb the change easily due to the short additional travelling distance required during the construction of the Proposed Scheme. The user group is likely to be mixed rather than comprising a high proportion of any vulnerable group.
Significance rating of effect	Negligible- effect due to isolation (not significant).
Proposed mitigation options for significant effects	Not applicable (N/A)
Residual effect significance rating	Negligible- effect due to isolation (not significant).

<sup>2</sup> Twyford to Steeple Claydon (from the junction of Portway Road/Bicester Road to the junction between West Street/Addison Road) is 3.8km via School Hill. During the stopping up of West Street villagers would need to use Perry Hill, School Hill and Addison Road. The distance is 6.3km.

## 2.6 The Cross Bucks Way

Table 6: The Cross Bucks Way community impact assessment record sheet

<b>Resource name</b>	<b>The Cross Bucks Way (Footpaths TWY/16 and TWY/17)</b>
<b>CFA</b>	Calvert, Steeple Claydon, Twyford and Chetwode (CFA13)
<b>Resource type</b>	Open space and recreational PRow
<b>Resource description/profile</b>	The Cross Bucks Way (Footpaths TWY/16 and TWY/17) is a linear walk of 39km which links the Oxfordshire Way (Footpath 272/23, Stratton Audley) with the North Buckinghamshire Way (Footpath ADD/10, Addington), the Swan's Way (Bridleway SWA/6, Swanbourne) and the Greensand Ridge Walk (Footpath FP5, Bedfordshire) <sup>3</sup> . It is a promoted route and advertised by Buckinghamshire County Council (BuCC) and several walkers' groups, including The Long Distance Walkers' Association.
<b>Assessment year</b>	Construction phase (2017+) extending into operation phase (2026+)
<b>Impact 1: permanent re-routing of promoted route</b>	Impact: north-east of Twyford the Proposed Scheme will be on embankment and will sever the Cross Bucks Way. The PRow will be permanently re-routed northwards under the Twyford West viaduct. This re-routing will happen prior to works on the embankment commencing so that access along the PRow is maintained. The permanent additional length of the PRow will be approximately 800m.  Duration of impact: permanent.
<b>Assessment of magnitude</b>	Low: whilst the PRow will remain open for use it will be re-routed permanently by 800m causing some inconvenience for users.
<b>Relevant receptors</b>	Users of the Cross Bucks Way.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium: given that there are limited local comparable alternatives in the local area and that the PRow is moderately used.  A survey undertaken on 11 August 2012 (mild and clear in the morning, light showers in the afternoon) showed moderate usage of the PRow <sup>4</sup> . Between 08:00 and 16:00, 20 people were observed.  There is one other promoted PRow in the local area: the Bernwood Jubilee Way (Footpaths CHW/18 and CHW/20) which joins up with the Cross Bucks Way west of Twyford. There are also a number of unpromoted PRow in the area.
<b>Significance rating of effect</b>	Minor adverse- effect due to temporary re-routing (not significant).
<b>Proposed mitigation options for significant effects</b>	N/A
<b>Residual effect significance rating</b>	Minor adverse- effect due to temporary re-routing (not significant).

<sup>3</sup> BuCC; Cross Bucks Way; [www.buckscc.gov.uk/media/949914/Cross\\_Bucks\\_Way\\_Leaflet.pdf](http://www.buckscc.gov.uk/media/949914/Cross_Bucks_Way_Leaflet.pdf); Accessed: 12 September 2013.

<sup>4</sup> It should be noted that there are no benchmarks against which to judge whether a PRow is well used or not for a given population density. Usage is only one of the criteria by which the value to the community of a PRow is assessed.

## 2.7 Old Stable Cottage, Rosehill Cottage and Sunflower Cottage

Table 7: Old Stable Cottage, Rosehill Cottage and Sunflower Cottage community impact assessment record sheet

<b>Resource name</b>	<b>Old Stable Cottage, Rosehill Cottage and Sunflower Cottage</b>
<b>CFA</b>	Calvert, Steeple Claydon, Twyford and Chetwode (CFA13)
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Old Stable Cottage, Rosehill Cottage and Sunflower Cottage are all residential properties south of Chetwode.
<b>Assessment year</b>	Construction phase (2017+) extending into operation phase (2026+)
<b>Impact 1: demolition</b>	Impact: south of Chetwode, three residential properties will need to be demolished: Old Stable Cottage, Rosehill Cottage and Sunflower Cottage, all of which are within the design footprint of the Proposed Scheme.  Duration of impact: permanent.
<b>Assessment of magnitude</b>	Negligible: as fewer than five residential properties will be demolished.
<b>Relevant receptors</b>	Owners/occupiers of the properties.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: as they are residential receptors.
<b>Significance rating of effect</b>	Minor adverse- effect due to land required for the construction of the Proposed Scheme (not significant at a community level).
<b>Proposed mitigation options for significant effects</b>	No mitigation. Compensation only for residential property owners.
<b>Residual effect significance rating</b>	Minor adverse- effect due to land required for the construction of the Proposed Scheme (not significant at a community level).

## 2.8 The Bernwood Jubilee Way

Table 8: The Bernwood Jubilee Way community impact assessment record sheet

<b>Resource name</b>	<b>The Bernwood Jubilee Way (Footpaths CHW/18 and CHW/20)</b>
<b>CFA</b>	Calvert, Steeple Claydon, Twyford and Chetwode (CFA13)
<b>Resource type</b>	Open space and recreational PRoW
<b>Resource description/profile</b>	The Bernwood Jubilee Way (Footpaths CHW/18 and CHW/20) is a 9.8km circular walk around the ancient forest of Bernwood, which passes near or through Waddesdon, Quainton and Steeple Claydon amongst other settlements <sup>5</sup> . The Bernwood Jubilee Way passes to the south of Godington by Grange Farm, providing a link with Chetwode to the north. The route then passes along an unnamed road south of Chetwode where it crosses the Proposed Scheme.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: permanent re-routing of promoted route</b>	Impact: south of Chetwode the Proposed Scheme will be in cutting and will sever the Bernwood Jubilee Way. An overbridge ('The Green' realignment) will be built to permanently re-route the PRoW. This will be built prior to works on the cutting commencing so the PRoW will remain open during the construction of the Proposed Scheme. The re-route of the PRoW over the 'The Green' realignment will result in an additional distance of approximately 800m for users.  Duration of impact: permanent.
<b>Assessment of magnitude</b>	Low: the PRoW will remain usable for its intended purpose but it will require re-routing permanently by 800m which will cause some inconvenience to users.
<b>Relevant receptors</b>	Users of the Bernwood Jubilee Way.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium: given that there are limited comparable alternatives in the local area and that the PRoW is moderately used.  A PRoW survey undertaken on 11 August 2012 (mild and clear weather conditions) showed moderate usage of the PRoW <sup>6</sup> . Between 08:00 and 16:00, 24 people were observed.  There are no other promoted PRoW in the local area. There are, however, a number of unpromoted PRoW in the area.
<b>Significance rating of effect</b>	Minor adverse- effect due to permanent re-routing (not significant).
<b>Proposed mitigation options for significant effects</b>	N/A
<b>Residual effect significance rating</b>	Minor adverse- effect due to permanent re-routing (not significant).

<sup>5</sup> The Long Distance Walkers Association; Bernwood Jubilee Way; [www.ldwa.org.uk/ldp/members/show\\_path.php?path\\_name=Jubilee+Way+\(Bernwood\)](http://www.ldwa.org.uk/ldp/members/show_path.php?path_name=Jubilee+Way+(Bernwood)); Accessed: 12 September 2013.

<sup>6</sup> It should be noted that there are no benchmarks against which to judge whether a PRoW is well used or not for a given population density. Usage is only one of the criteria by which the value to the community of a PRoW is assessed.

## 2.9 Residential properties on School End

Table 9: Residential properties on School End community impact assessment record sheet

<b>Resource name</b>	<b>Residential properties on School End</b>
<b>CFA</b>	Calvert, Steeple Claydon, Twyford and Chetwode (CFA13)
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Residential properties located on School End, Chetwode, as shown on Map CM-01-043, F6 (Volume 5, Community Map Book).
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: loss of amenity</b>	<p>Impact: residents of up to 10 properties at School End are predicted to experience in-combination effects arising from significant visual, noise and construction traffic effects during the construction phase, resulting in a loss of amenity.</p> <p>Visual: there will be significant visual effects due to views of construction of the School End overbridge, the Chetwode cutting satellite compound, temporary storage stockpiles and additional light at night-time from the compound.</p> <p>Noise: there will be significant noise effects due to an increase in HGV traffic along School End.</p> <p>Construction traffic: there will be significant increases in HGV movements along School End.</p> <p>Duration: approximately two years and nine months, starting in 2017, in the case of Chetwode cutting satellite compound and approximately one year and six months, starting in 2021, in the case of Chetwode auto-transformer station satellite compound.</p> <p>Works will be phased at each construction compound throughout the construction of the Proposed Scheme (often in the sequence: advance works, civil engineering works, an inactive period and railway installation), commencing in 2016. Further details on the construction programme are discussed in Volume 2, CFA Report 13, Section 2.3.</p>
<b>Assessment of magnitude</b>	High: residents will be affected by significant residual effects from visual, noise and construction traffic effects.
<b>Relevant receptors</b>	Owners/occupiers of the properties.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: as they are residential receptors.
<b>Significance rating of effect</b>	Major adverse- significant effect on residents due to loss of amenity.
<b>Proposed mitigation options for significant effects</b>	No further mitigation of amenity effects.
<b>Residual effect significance rating</b>	Major adverse- significant effect on residents due to loss of amenity.



### **3 Community impact assessment record sheets - operation**

### 3.1 Residential properties on Brickhill Way and Sandstone Close

Table 10: Residential properties on Brickhill Way and Sandstone Close community impact assessment record sheet

<b>Resource name</b>	<b>Residential properties on Brickhill Way and Sandstone Close</b>
<b>CFA</b>	Calvert, Steeple Claydon, Twyford and Chetwode (CFA13)
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	New residential properties located on Brickhill Way and Sandstone Close, Calvert Green. The new residential development (Aylesbury Vale District Council (AVDC) planning reference 10/02571/APP <sup>7</sup> ), will include 98 residential properties, two retail units and public open space.
<b>Assessment year</b>	Operation phase (2026+)
<b>Impact 1: loss of amenity</b>	<p>Impact: there are not predicted to be any significant in-combination effects on the amenity of residents on Brickhill Way and Sandstone Close, during the operation phase.</p> <p>Visual: although new residential receptors will be introduced by the Brickhill Way and Sandstone Close development, these will be suitably represented by viewpoint 151.2.001<sup>8</sup>, at which there are no significant effects.</p> <p>No significant air quality, visual or noise effects have been identified on residential properties on Brickhill Way and Sandstone Close.</p> <p>Duration: no coincident significant effects.</p>
<b>Assessment of magnitude</b>	N/A
<b>Relevant receptors</b>	Owners/occupiers of the properties.
<b>Assessment of sensitivity of receptor(s) to impact</b>	N/A
<b>Significance rating of effect</b>	No effects (not significant).
<b>Proposed mitigation options for significant effects</b>	No mitigation required.
<b>Residual effect significance rating</b>	No effects (not significant).

<sup>7</sup> Volume 5: Appendix CT-004-000<sup>8</sup> Volume 5: Appendix LV-001-013

### 3.2 Residential properties on Church Street and Grange Close

Table 11: Residential properties on Church Street and Grange Close community impact assessment record sheet

<b>Resource name</b>	<b>Residential properties on Church Street and Grange Close</b>
<b>CFA</b>	Calvert, Steeple Claydon, Twyford and Chetwode (CFA13)
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Residential properties on Church Street and Grange Close in Twyford, as shown on Map CM-01-042, 17 (Volume 5, Community Map Book).
<b>Assessment year</b>	Operation phase (2026+)
<b>Impact 1: loss of amenity</b>	<p>Impact: residents of approximately five properties on Church Street and Grange Close in Twyford are predicted to experience in-combination effects arising from significant visual and noise effects during the operation phase, resulting in a loss of amenity.</p> <p>Visual: there will be significant effects due to the visibility of the Twyford viaduct and overhead line equipment.</p> <p>Noise: there will be significant airborne noise due to new train services.</p> <p>Duration: during the operation of the Proposed Scheme.</p>
<b>Assessment of magnitude</b>	Medium: as residents will be affected by significant residual effects arising from visual and noise effects.
<b>Relevant receptors</b>	Owners/occupiers of the properties.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: as these are residential receptors.
<b>Significance rating of effect</b>	Major adverse- significant effect on residents due to loss of amenity.
<b>Proposed mitigation options for significant effects</b>	No further mitigation of amenity effects.
<b>Residual effect significance rating</b>	Major adverse- significant effect on residents due to loss of amenity.

### 3.3 The Church of the Assumption of the Blessed Virgin Mary (Church of England)

Table 12: The Church of the Assumption of the Blessed Virgin Mary (Church of England) community impact assessment record sheet

<b>Resource name</b>	<b>The Church of the Assumption of the Blessed Virgin Mary (Church of England) (C of E)</b>
<b>CFA</b>	Calvert, Steeple Claydon, Twyford and Chetwode (CFA13)
<b>Resource type</b>	Community facilities
<b>Resource description/profile</b>	The Church of the Assumption of the Blessed Virgin Mary (C of E) <sup>9</sup> is located at the end of Church Street in Twyford, as shown on Map CM-01-042, l7 (Volume 5, Community Map Book). It holds services every Sunday.
<b>Assessment year</b>	Operation phase (2026+)
<b>Impact 1: loss of amenity</b>	<p>Impact: users of The Church of the Assumption of the Blessed Virgin Mary (C of E) on Church Street are predicted to experience in-combination effects arising from significant visual and noise effects during the operation phase, resulting in a loss of amenity.</p> <p>Visual: there will be significant effects (experienced by visitors to the graveyard of the church rather than the church building itself) due to the visibility of the Twyford viaduct and overhead line equipment.</p> <p>Noise: there will be significant noise effects (experienced by users of the church buildings as well as the grounds and graveyard).</p> <p>Duration: during the operation of the Proposed Scheme.</p>
<b>Assessment of magnitude</b>	Medium: as users of the community facilities will be affected by significant residual effects arising from visual and noise effects.
<b>Relevant receptors</b>	Users of The Church of the Assumption of the Blessed Virgin Mary (C of E).
<b>Assessment of sensitivity of receptor(s) to impact</b>	<p>Medium: as the church's weekly activities will be able to continue during the operation of the Proposed Scheme.</p> <p>The Church of the Assumption of the Blessed Virgin Mary (C of E) is the only church in Twyford. The nearest alternative Anglican church is in Marsh Gibbon, approximately 5.5km away from Twyford.</p>
<b>Significance rating of effect</b>	Moderate adverse- significant effects on community facilities due to loss of amenity.
<b>Proposed mitigation options for significant effects</b>	No further mitigation of amenity effects.
<b>Residual effect significance rating</b>	Moderate adverse- significant effects on community facilities due to loss of amenity.

<sup>9</sup> The Church of the Assumption of the Blessed Virgin Mary (C of E); [www.achurchnearyou.com/twyford-assumption-of-the-blessed-virgin-mary/](http://www.achurchnearyou.com/twyford-assumption-of-the-blessed-virgin-mary/); Accessed: 2 October 2013.

### 3.4 Residential properties on School End

Table 13: Residential properties on School End community impact assessment record sheet

<b>Resource name</b>	<b>Residential properties on School End</b>
<b>CFA</b>	Calvert, Steeple Claydon, Twyford and Chetwode (CFA13)
<b>Resource type</b>	Residential properties
<b>Resource description/profile</b>	Residential properties located on School End, Chetwode, as shown on Map CM-01-043, F6 (Volume 5, Community Map Book).
<b>Assessment year</b>	Operation phase (2026+)
<b>Impact 1: loss of amenity</b>	<p>Impact: residents of up to 10 properties at School End are predicted to experience in-combination effects arising from significant visual and noise and effects during the operation phase, resulting in a loss of amenity.</p> <p>Visual: there will be significant visual effects due to the visibility of the School End overbridge.</p> <p>Noise: there will be significant noise effects from passing trains.</p> <p>Duration: during the operation of the Proposed Scheme.</p>
<b>Assessment of magnitude</b>	Medium: residents will be affected by significant residual effects from visual and noise effects.
<b>Relevant receptors</b>	Owners/occupiers of the properties.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: as they are residential receptors.
<b>Significance rating of effect</b>	Major adverse- significant effect on residents due to loss of amenity.
<b>Proposed mitigation options for significant effects</b>	No further mitigation of amenity effects.
<b>Residual effect significance rating</b>	Major adverse- significant effect on residents due to loss of amenity.

## **4 Open space survey/public rights of way survey results**

- 4.1.1 Within the study area no significant effects for open spaces or PRoW have been identified within the assessment; accordingly no user surveys of open spaces or PRoW are presented here.

## 5 References

BuCC; Cross Bucks Way; [www.buckscc.gov.uk/media/949914/Cross\\_Bucks\\_Way\\_Leaflet.pdf](http://www.buckscc.gov.uk/media/949914/Cross_Bucks_Way_Leaflet.pdf); Accessed: 12 September 2013.

The Church of the Assumption of the Blessed Virgin Mary (C of E); [www.achurchnearyou.com/twyford-assumption-of-the-blessed-virgin-mary/](http://www.achurchnearyou.com/twyford-assumption-of-the-blessed-virgin-mary/); Accessed: 2 October 2013.

The Long Distance Walkers Association; Bernwood Jubilee Way; [www.ldwa.org.uk/ldp/members/show\\_path.php?path\\_name=Jubilee+Way+\(Bernwood\)](http://www.ldwa.org.uk/ldp/members/show_path.php?path_name=Jubilee+Way+(Bernwood)); Accessed: 12 September 2013.